

The Project

The Eastern Corridor Project is a proposed \$1.4 billion multi-modal program in Southwestern Ohio which claims to expand public transportation, upgrade interchanges and build new roads in order to reduce traffic and increase connectivity between western Clermont County and downtown Cincinnati. The project consists of four components: (i) the relocation of State Route 32 ("SR 32"), (ii) a light rail line between Milford and downtown known as the Oasis Line, (iii) upgrades to SR 32 around the I-275 interchange in Eastgate, and (iv) improvements to Red Bank Road from U.S. 50 to I-71.

A critical and controversial component of the project is the relocation of SR 32 in Newtown. A map of the projected road project from the Ohio Department of Transportation ("ODOT") shows the plan to connect SR 32 to Columbia Parkway (U.S. 50) close to Red Bank Road. SR 32 would then continue across the Little Miami River north of what is known as "horseshoe bend", invading woods, trails, farmland, parks and then slice through the heart of Newtown with a four-lane divided highway.

Effect on Newtown

No community is more affected by the Eastern Corridor project and the relocation of SR 32 than Newtown. The project envisions a four-lane divided highway going through Newtown.

Such a highway would be elevated in order to be above the 100-year flood plain. We estimate the elevation of the highway would be at least 20 feet above the current street level when it crosses Church Street and Newtown Road to accommodate an underpass for through traffic. The elevation of the roadway when it crosses the sod fields to the west of Newtown would be at least 20 to 30 feet above the fields.

We believe the roadway will be approximately 400 feet wide to accommodate four lanes of traffic, the median for multi-modal use and the earthen berm. Such a roadway would have a devastating effect on Newtown.

A. Loss of Businesses and Tax Revenue:

The relocation of SR 32 will result in the destruction or the relocation of several businesses out of Newtown. We estimate that Newtown will lose approximately 20% to 30% of its current municipal income and property tax revenue because of the relocation of SR 32. As a result, Newtown will be forced to cut services or raise taxes.

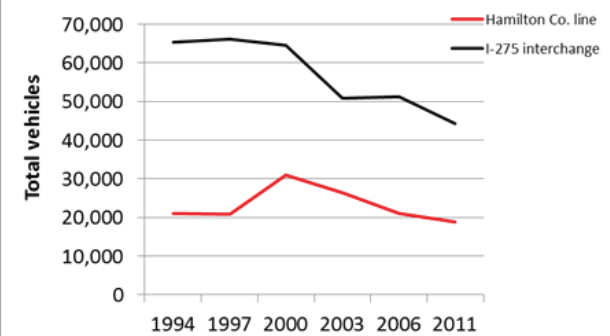
B. Destruction of Native American Archeological Sites and Sacred Burial Grounds:

The roadway will disturb or destroy several important Native American historical and archaeological sites. Dr. Ken Tankersley, an Associate Professor of Anthropology at the University of Cincinnati, notes that "Newtown contains a number of archaeological sites and historic properties that are currently listed on the National Register of Historic Places, including the Perin Village site, Hahn Field Fort Ancient Village, the Odd Fellows Cemetery Burial Mounds, the Cyrus Broadwell House, the William Edwards Farmhouse, and the Harrison-Landers House. These properties are crucial to understanding our Nation's heritage and as such they are non-renewable cultural resources."

C. Negative Environmental Impacts:

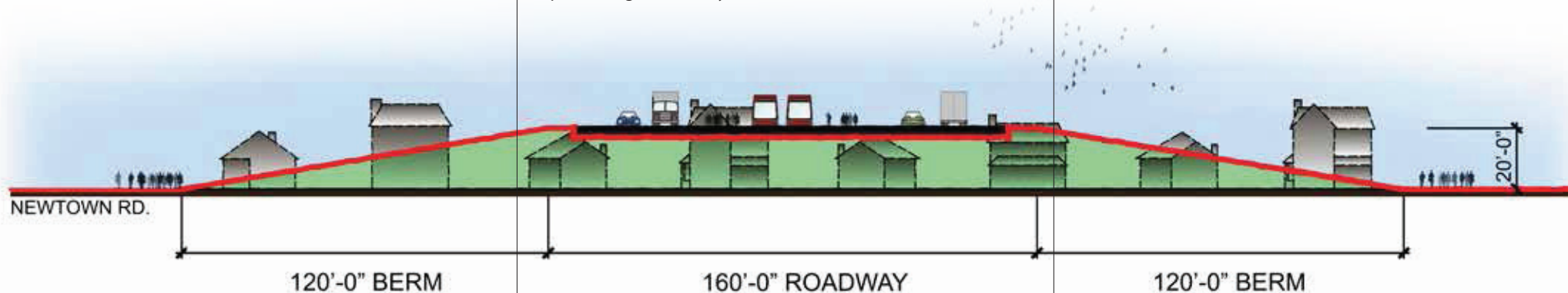
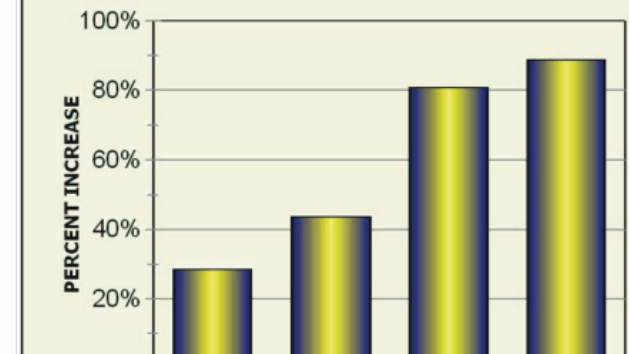
The four-lane roadway through Newtown will result in increased air, noise and water pollution. Documents from ODOT show that truck traffic will nearly double. Countless scientific studies demonstrate that diesel exhaust and air pollution generated by traffic harm human health.

Traffic Counts on SR 32



A new analysis of traffic patterns demonstrates that the Eastern Corridor relocation of SR 32 is no longer needed.

**PROJECTED TRUCK VOLUME GROWTH
EASTERN CORRIDOR ROADWAYS**



Eastern Corridor Crossing: Church St./Newtown Rd.